

**§ 167.250**

Latitude	Longitude
36°50.33' N .....	75°46.29' W.
36°52.90' N .....	75°51.52' W.
36°55.96' N .....	75°54.97' W.

(b) A separation line connects the following geographical positions:

Latitude	Longitude
36°55.11' N .....	75°55.23' W.
36°52.35' N .....	75°52.12' W.
36°49.70' N .....	75°46.80' W.

(c) A separation line connects the following geographical positions:

Latitude	Longitude
36°49.52' N .....	75°46.94' W.
36°52.18' N .....	75°52.29' W.
36°54.97' N .....	75°55.43' W.

(d) A separation line connects the following geographical positions:

Latitude	Longitude
36°54.44' N .....	75°56.09' W.
36°51.59' N .....	75°52.92' W.
36°48.87' N .....	75°47.42' W.

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b) of this section.

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d) of this section.

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c) of this section. The following vessels should use the deep-water route established in paragraph (g) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water); and

(2) Naval aircraft carriers.

(h) It is recommended that a vessel using the deep-water route established in paragraph (g) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

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(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(i) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

**§ 167.250 In the approaches to the Cape Fear River: General.**

The traffic separation scheme (TSS) in the approaches to the Cape Fear River consists of two parts: A precautionary area and a TSS. The specific areas in the approaches to Narragansett Bay, RI, and Buzzards Bay, MA, are described in §§ 167.251 and 167.252. The geographic coordinates in §§ 167.251 and 167.252 are defined using North American Datum 1983 (NAD 83), which is equivalent to WGS 1984 datum.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

**§ 167.251 In the approaches to the Cape Fear River: Precautionary area.**

A precautionary area is established bounded by a line connecting the following geographical positions: from 33°47.65' N, 78°04.78' W; to 33°48.50' N, 78°04.27' W; to 33°49.53' N, 78°03.10' W; to 33°48.00' N, 78°01.00' W; to 33°41.00' N, 78°01.00' W; to 33°41.00' N, 78°04.00' W; to 33°44.28' N, 78°03.02' W; then by an arc of 2 nautical miles radius, centered at 33°46.03' N, 78°05.41' W; then to the point of origin at 33°47.65' N, 78°04.78' W.

[USCG–2010–0718, 75 FR 77535, Dec. 13, 2010]

**§ 167.252 In the approaches to the Cape Fear River: Traffic separation scheme.**

(a) A traffic separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°44.94' N .....	78°04.81' W.
33°32.75' N .....	78°09.66' W.
33°34.50' N .....	78°14.70' W.
33°45.11' N .....	78°04.98' W.

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(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°32.75' N .....	78°05.99' W.
33°44.38' N .....	78°03.77' W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
33°36.22' N .....	78°18.00' W.
33°46.03' N .....	78°05.41' W.

NOTE TO §167.252: A pilot boarding area is located inside the precautionary area. Due to heavy ship traffic, mariners are advised not to anchor or linger in the precautionary area except to pick up or disembark a pilot.

[USCG-2010-0718, 75 FR 77535, Dec. 13, 2010]

### ATLANTIC GULF COAST

#### § 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(1) 29°18.10' N	94°39.20' W
(2) 29°16.10' N	94°37.00' W
(3) 29°18.00' N	94°34.90' W
(4) 29°19.40' N	94°37.10' W
(5) 29°19.80' N	94°38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
(6) 29°17.13' N	94°35.86' W
(7) 29°09.55' N	94°25.80' W
(8) 29°09.41' N	94°25.95' W
(9) 29°17.00' N	94°36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
(3) 29°18.00' N	94°34.90' W
(10) 29°11.20' N	94°24.00' W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29°16.10' N	94°37.00' W
(11) 29°07.70' N	94°27.80' W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(11) 29°07.70' N	94°27.80' W
(12) 29°06.40' N	94°26.20' W
(13) 29°06.40' N	94°23.90' W
(14) 29°09.10' N	94°20.60' W
(10) 29°11.20' N	94°24.00' W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

[CGD 81-080, 48 FR 36456, Aug. 11, 1983. Redesignated by CGD 84-004, 52 FR 33589, Sept. 4, 1987; CGD 89-019, 54 FR 28062, July 5, 1989; 54 FR 51972, Dec. 19, 1989]

### PACIFIC WEST COAST

SOURCE: USCG-1999-5700, 65 FR 46605, July 31, 2000, unless otherwise noted.

#### § 167.400 Off San Francisco Traffic Separation Scheme: General.

The Off San Francisco Traffic Separation Scheme consists of six parts: a Precautionary Area, a Northern Approach, a Southern Approach, a Western Approach, a Main Ship Channel, and an Area To Be Avoided. The specific areas in the Off San Francisco TSS and Precautionary Area are described in §§167.401 through 167.406 of this chapter. The geographic coordinates in §§167.401 through 167.406 are defined using North American Datum 1983 (NAD 83).

#### § 167.401 Off San Francisco: Precautionary area.

(a)(1) A precautionary area is established bounded to the west by an arc of a circle with a radius of 6 miles centering upon geographical position 37°45.00' N, 122°41.50' W and connecting the following geographical positions: